

IN THE CLAIMS:

Claims 1 and 2. (Canceled)

3. (Currently Amended) A system for controlling evaporative emissions of a volatile fuel, the system comprising:

a fuel tank including a refueling tube, the fuel tank defining a liquid fuel space proximate a bottom of the fuel tank and a fuel vapor headspace proximate a top of the fuel tank, the refueling tube includes an inlet and an outlet, the inlet is disposed above the fuel tank and out of fuel vapor communication with the fuel vapor headspace, and the outlet is disposed in the liquid fuel space proximate the bottom of the fuel tank;

a fuel tank isolation valve including:

a housing defining a chamber and an interior aperture, the housing including first and second ports in fluid communication with the chamber, the first port being in fuel vapor communication with the fuel vapor headspace of the fuel tank, and a fuel vapor flow path between the first and second ports passing through the interior aperture;

a diaphragm movable with respect to the housing between a first configuration and a second configuration, the diaphragm in the first configuration:

- i) occludes the interior aperture,
- ii) divides the chamber into first, second and third sub-chambers, and
- iii) substantially prevents fuel vapor flow along the fuel vapor flow path,

and the diaphragm in the second configuration:

- i) divides the chamber into the first sub-chamber and a combination of the second and two sub-chambers, and
- ii) permits generally unrestricted fuel vapor flow along the fuel vapor flow path[[:]],

the diaphragm including:

a central portion;

a peripheral portion being fixed with respect to the housing;
and

an intermediate portion extending between the central and
peripheral portions, the intermediate portion including a flexible
material relative to the central portion;

a resilient element biasing the diaphragm toward the first configuration, the resilient
element includes a first end engaging the housing and a second end engaging the central portion
of the diaphragm;

a passage providing fluid communication between the refueling tube and the first sub-chamber; and

a fuel vapor collection canister being in fuel vapor communication with the second port of the fuel tank isolation valve.

4. (Original) The system according to claim 3, wherein the refueling tube comprises a tap in fluid communication with the passage, the tap being positioned above the fuel tank.

5. (Original) The system according to claim 4, wherein the tap is within eight inches of the inlet of the refueling tube.

6. (Original) The system according to claim 3, further comprising: a cap occluding the inlet of the refueling tube.

7. (Original) The system according to claim 6, wherein the cap comprises an orifice permitting air to flow into the refueling tube when the cap occludes the inlet of the refueling tube.

Claims 8-13. (Canceled)

14. (Currently Amended) The system according to claim [[13]] 3, wherein the resilient element comprises a compression spring.

15. (Canceled).

16. (Currently Amended) The system according to claim [[15]] 3, wherein the central portion of the diaphragm comprises a rigid plate, and the intermediate portion comprises a convolute.

Claims 17-20. (Canceled)